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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

1.

the line from Warsaw to Wilna covered a distance of about 500 kilometers and was routed through the principal cities of Bialystok and Grodno.

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2.

Between Warsaw and Bialystok, the main switching point was at Lapy. Other switching points were centered in Bialystok, Grodno and Wilna. Wilna was the principal transfer point for trains going northeast to Soviet Lithuania.

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3.

At the main stations the switches were electrically controlled. Up until 1936 these switches were all Westinghouse manufactured but after 1936 the installations were of Polish manufacture.

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4.

Those, too, were of Westinghouse manufacture until 1936. After that the installations were of Polish make.

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5.

the line from Warsaw to Wilna was double track all the way. The gauge was narrow like that found throughout most of Europe. Ballast was coarse gravel except at the main switching points where it was composed of crushed rock. Ties were about 18 inches apart,

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6.

The terrain was flat and level for the entire distance. There were no grades of significance and no tunnels except the underpasses at the approaches to the large cities.

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7.

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[REDACTED] the running time from Warsaw to Wilna [REDACTED] Express trains made the run in eight hours. The local trains, which stopped at every village in the route (perhaps one every 10 miles) required 12 hours to complete the run. Train schedules were meticulously observed. It was most uncommon for a Polish train to be late.

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8.

[REDACTED] Steam locomotives, fired by anthracite coal, were used throughout Poland. Those locomotives, as well as the rail cars were fabricated at the Cegielski factory in Posen.

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